

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no ☒

Property Name: Camden Yards Viaducts Inventory Number: B-2919;-2943  
Address: Hamburg Street and Ostend Streets between Sharp City: Baltimore Zip Code: 21230  
County: Baltimore City USGS Topographic Map: Baltimore East  
Owner: SHA Is the property being evaluated a district? \_\_\_\_\_ yes  
Tax Parcel Number: \_\_\_\_\_ Tax Map Number: 23 Tax Account ID Number: \_\_\_\_\_  
Project: MagLev Agency: MTA  
Site visit by MHT staff: ☒ no \_\_\_\_\_ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property is located within a historic district? \_\_\_\_\_ yes ☒ no

If the property is within a district District Inventory Number: \_\_\_\_\_  
NR-listed district \_\_\_\_\_ yes Eligible district \_\_\_\_\_ yes Name of District: \_\_\_\_\_  
Preparer's Recommendation: Contributing resource \_\_\_\_\_ yes \_\_\_\_\_ no Non-contributing but eligible in another context \_\_\_\_\_ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible \_\_\_\_\_ yes ☒ no

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F ☒ G \_\_\_\_\_ None

Documentation on the property/district is presented in: B-2919 and -2943 MHT forms, 1977; ~~B-4284~~ MHT memo dated April 8, 1977 from the National Park Service

Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo)

The Ostend Street Viaduct and the Hamburg Street Viaduct were originally constructed in the early 20th century in response to a city mandate to eliminate at-grade crossings of streets and rail lines.

Both of the viaducts were completely replaced with multigirder bridges in the early 1990s, contemporary to the construction of the two stadium complexes. Previously listed in the historic bridge survey as eligible, these two bridges have been removed from the inventory into the "Deleted" folder, as they no longer retain sufficient integrity and significance to be considered eligible.

Other MHT numbers located during research concerning these bridges are as follows:

B-2943: Ostend Street Viaduct, BC 9991

3-2919-B-2943: Hamburg St Viaduct, BC 9990

~~B-4284~~: Memo concerning both viaducts - DOE Notification NR-Camden Yard Viaducts - See B-2919/2943

~~B-4598~~: Hamburg Street viaduct as labeled as the "Mildred Moon Memorial Bridge" as dedicated in 1993 with SHA number BC9990 B-2919

BC9991: Ostend Street viaduct, deleted form not available B-2943

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
Criteria: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ G \_\_\_\_\_ None

MHT Comments

Andrew Lunn ✓  
Reviewer, Office of Preservation Services

Prkenty  
Reviewer, NR Program

07/12/02  
Date

7/28/02  
Date

B-2919; B-2943

NR-ELIGIBILITY REVIEW FORM

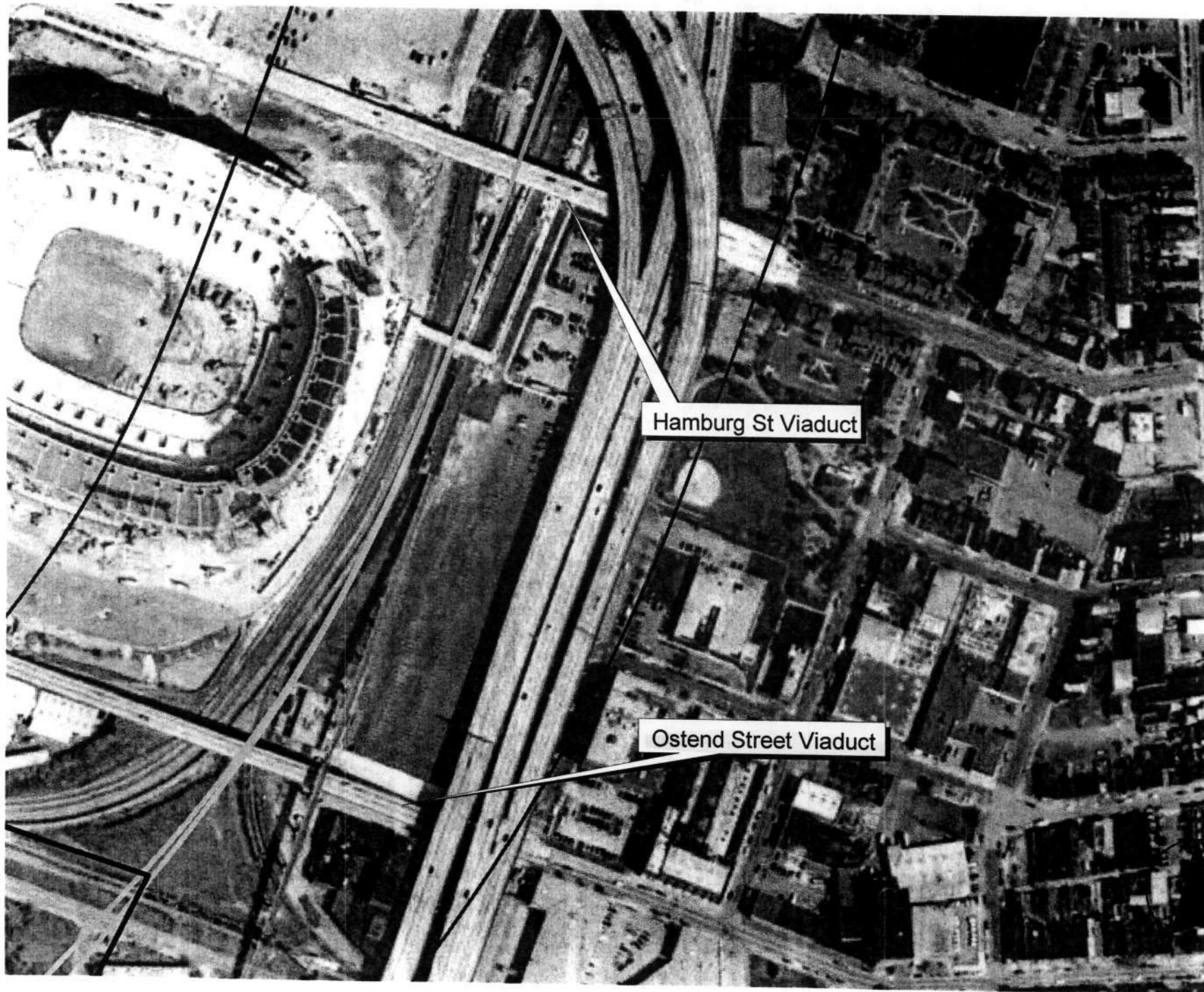
Camden Yards Viaducts

Page 2

Prepared by: Brian Michael Lione, EACA

Date Prepared: 5/20/2002

# Camden Yards Viaducts - not eligible



B-2910, 2043





Name: BALTIMORE EAST  
 Date: 5/21/2002  
 Scale: 1 inch equals 1333 feet

Location: 039° 16' 37.5" N 076° 37' 12.6" W  
 Caption: Camden Yards Viaducts - Hamburg St. B-2919 and Ostend  
 St. B-2943- not eligible  
 Baltimore East Quad

OFFICE SPACE w/ PARKING 385-1234

B-2943

Osterl Street Viaduct  
Baltimore City, MD

B. Leone

5/20/2002

MDSHPO

1/1

R2F11

# E.O.11593

B-2919

~~B-4284~~

B-2943

DETERMINATION OF ELIGIBILITY NOTIFICATION  
NATIONAL REGISTER OF HISTORIC PLACES  
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
NATIONAL PARK SERVICE

Request submitted by: Emil Elinsky - Federal Highway Administration

Date request received: January 12, 1977

Name of property: Camden Yard Viaducts State: Maryland

Location: Baltimore

Opinion of the State Historic Preservation Officer:

☒ Eligible    ☐ Not eligible    ☐ No response

Comments:

The Secretary of the Interior has determined that this property is:

☐ Eligible    Applicable criteria:

Comments:

☒ Not eligible

Comments: Although the viaducts provide an important link between Baltimore neighborhoods separated by the B & O Railroad tracks, the viaducts themselves do not seem to have sufficient engineering or historical significance to merit inclusion in the National Register.

☐ Documentation insufficient (see accompanying sheet explaining additional materials required)

/s/ Rex L. Wilson

Acting Chief, Office of Archeology and  
Historic Preservation

Date: APR 8 1977



United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

I-395  
616  
FYI MKG  
B-2919  
B-2943

IN REPLY REFER TO:

H34-880

APR 8 1977

Mr. Emil Elinsky  
Division Administrator  
Department of Transportation  
Federal Highway Administration  
The Rotunda, Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

Dear Mr. Elinsky:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the implementation of Executive Order 11593.

Sincerely yours,

*Jerry L. Rogers*

Jerry L. Rogers  
Chief, Office of Archeology  
and Historic Preservation

Enclosure (s)

RECEIVED  
APR 13 1977  
MARYLAND HISTORICAL  
TRUST



B-2919

B-2943

cc: Mr. John Pearce  
John Shaw House  
21 State Circle  
Annapolis, Maryland 21401

Mr. Robert Crecco  
Office of Environmental Affairs  
Department of Transportation  
Washington, D.C. 20590

Mr. Kenneth Anderson - HEV-22  
Federal Highway Administration  
Department of Transportation  
Washington, D.C. 20590

Advisory Council on Historic  
Preservation  
1522 K Street NW., Suite 430  
Washington, D.C. 20005



U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

REGION THREE

The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

January 5, 1977

IN REPLY REFER TO:

FAP I-395-8(3); SHA BC-255-2-815  
FAP M-5820(4); BC-231-9-815  
City Boulevard/Interstate 395 Highway  
Corridor - Determination of Eligibility  
for the National Register of Historic Places

Director, Office of Archeology and  
Historic Preservation  
National Park Service  
U.S. Department of the Interior  
Washington, D.C. 20240

Dear Sir:

We are requesting an opinion from the Secretary of the Interior in accordance with provisions of 36 CFR, Part 800 (Advisory Council of Historic Preservation Procedures for the Protection of Historic and Cultural Properties), respecting the eligibility of two (2) historic properties. The two industrial properties are the Baltimore Belt Railroad (Howard Street Tunnel and Belt Railroad Powerhouse) and the Camden Yard Viaducts (Hamburg Street, Lee Street, and Ostend Street Viaducts).

We made reference to these two properties in our letter to you dated December 13, 1976, which transmitted the remaining eight (8) residential/institutional properties identified in the project corridor. These two (2) industrial properties and the previous eight (8) residential/institutional properties constitute all the properties in the project corridor which require a determination of eligibility for the National Register of Historic Places.

The aforementioned properties are affected by the project proposed by the Interstate Division for Baltimore City, Maryland State Highway Administration, in conjunction with the Federal Highway Administration and identified as the City/Boulevard/Interstate 395 Highway Corridor.

-more-

B-2919  
B-2943

B-2919  
B-2943

2.

This project is located in Baltimore City and consists of construction of the City Boulevard from Eutaw Street to Battery Avenue and Interstate 395 from its interchange with the City Boulevard to Ostend Street.

The known historical sites and districts affected by this proposal have been identified through the environmental process and are discussed in the City Boulevard/I-395 Draft Environmental Impact/4(f) Statement (FHWA-MD-EIS-74-05-D) November 1974; the City Boulevard Draft Environmental Impact Statement (FHWA-MD-EIS-71-15-16-D-S) December 1974; the City Boulevard Draft Environmental Impact Statement (Supplement) (FHWA-MD-EIS-71-15-16-DS-S) March 1975, and the City Boulevard Draft Environmental Impact Statement Supplement (FHWA-MD-EIS-74-05-D-S and FHWA-MD-EIS-71-15-16-DS-S).

At the present time, the Draft Environmental Impact Statement Supplement is being circulated for the City Boulevard/Interstate 395 Corridor. Your assistance and cooperation in resolving the historic site involvement in a timely manner will be appreciated.

The completed National Register nomination forms, accompanying maps and photographs, and the opinion of the Maryland State Historic Preservation Officer on the eligibility of the sites are enclosed. If you need additional information, please contact our office.

Sincerely yours,

*Emil Elinsky*  
Emil Elinsky  
Division Administrator

Enclosure(s)

## MARYLAND HISTORICAL TRUST

B-2943 38

MA61#0429435120

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

~~Ostend Street Viaduct~~

Ostend Street Viaduct has been demolished.

L. Bowlin

10/92

AND/OR COMMON

Ostend Street Viaduct

**2 LOCATION**

STREET &amp; NUMBER

Ostend Street between Sharp and Warner Streets

CITY, TOWN

Baltimore

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☐ BUILDING(S)  
☒ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☒ TRANSPORTATION  
☐ MILITARY ☐ OTHER:

**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Records Office Room 601

Liber #:

Folio #:

STREET &amp; NUMBER

Baltimore City Courthouse

CITY, TOWN

Baltimore

STATE

Maryland 21202

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

City of Baltimore Neighborhood Survey

DATE

1977

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Commission for Historic and Architectural Preservation

CITY, TOWN

Baltimore

STATE

Maryland 21202

**7 DESCRIPTION****CONDITION**☐ EXCELLENT☒ GOOD☐ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☒ UNALTERED☐ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED DATE \_\_\_\_\_**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Ostend Street Viaduct spans the Baltimore and Ohio Railroad tracks from the west building line of Eutaw Street to the east building line of Howard Street at Ostend Street. The approaches, beginning at Sharp Street on the east and Warner Street on the west, consist of gravity concrete retaining walls. Those on the west are built on sand and gravel; those on the east approach are built on a wood-pile bearing.

The seven individual spans which comprise the crossing are of plate girder construction, with floor systems of reinforced concrete supported by transverse I-beams. The road surface was paved with granite block, now covered with asphalt. The spans vary from about 50 to 100 feet. They are supported by iron columns and piers, all having wood-pile bearings in foundation. The roadway is 21 feet wide and a cantilevered reinforced concrete footway extends 10 feet along the south side. Utilitarian iron rails protect the walkway.

The approximate length of the viaduct is 1100 feet. The columns of the first pier west of the eastern approach extend high above the roadbed, and were originally used for the suspension of wires.

CONTINUE ON SEPARATE SHEET IF NECESSARY



**8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES 1913

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Ostend Street Viaduct was constructed by the Baltimore and Ohio Railroad in accordance with the terms of Ordinance No. 387, approved August 16, 1909, known as "The Grade Crossing Elimination Ordinance". The ordinance provided for the elimination of numerous grade crossings in South Baltimore, which at the time, were dangerous, and a serious impediment to the transportation of Sharp-Leadenhall and surrounding communities.

The bridge was formally opened to traffic by Mayor Preston On November 26, 1913 with appropriate ceremonies. Work began on August 14, 1912. It was somewhat impeded in the beginning ~~for the necessity~~ for a revision of plans, necessitated by unexpected foundation problems; a large part of the area occupied by the foundations was originally reached by tidal waters, and the ground was soft.

Charles F. King and Company, of Philadelphia, contracted with the B & O to build the structure. Work proceeded under the supervision of the City Engineer. The cost of the completed structure was about \$165,000.

Baltimore City, upon acceptance of the Viaduct acquired absolute title, with responsibility for maintenance of the two approaches. The title and maintenance of the bridge spans remained with the B&O.

The viaduct is photographed and described in The Municipal Journal of December 9, 1913. (SEE APPENDIX (4)).

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

**11 FORM PREPARED BY**

NAME / TITLE

Bill Pencek, Planning Assistant

ORGANIZATION

Commission for Hist. &amp; Arch. Pres.

DATE

1977

STREET &amp; NUMBER

100 N. Holliday Street

TELEPHONE

396-4866

CITY OR TOWN

Baltimore

STATE

Maryland 21202

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



OSTEND ST. VIADUCT

B-2943